

# Canadian Life *and* Resources

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PACIFIC OCEAN

ATLANTIC OCEAN

An ILLUSTRATED MONTHLY REVIEW showing  
the PROGRESS AND POSSIBILITIES of the  
DOMINION OF CANADA and of NEWFOUNDLAND.

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Vol. VII. NEW SERIES No. 8

Montreal, August, 1909

PRICE, TEN CENTS  
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## THE STORY OF THE MONTH

### A SUMMARY OF CANADIAN AFFAIRS

#### AT HOME.

A case of unusual historical interest was argued before the Superior Court of Montreal, judgment being reserved. The case is for the purpose of determining the ownership of what is known as the Oka Indian reserve situated on the north bank of the Ottawa river about thirty miles west of Montreal. The Indians, asserting that they are the descendants of the Iroquois who were granted the reserve by the Crown of France, claim the ownership of the land. The claim is resisted by the Seminary of St. Sulpice, the seigniors of the Island of Montreal to whom the grant was made when Maisonneuve founded the city in 1642. The fathers of the Seminary have always claimed the Oka reservation as part of their grant, they have long maintained an institution there and regarded the Indians as their tenants. Many of the documents produced as evidence at the trial bear the seals of the Kings of France as far back as Louis XIV. These are all original documents preserved in the Seminary, and they were produced by the Seminary on the claim that the land was ceded to their order by France.

Aged priests and Indians who remembered incidents of more than seventy years ago, were among the witnesses who were called and questioned regarding conditions prevailing at Oka when they were in their childhood.

The case is not likely to end until it has been adjudicated upon by the Judicial Committee of the Imperial Privy Council.

THE fire which destroyed a large portion of the town of Cobalt and caused a loss of at least half a million dollars, while resulting in a great but temporary hardship to the two thousand persons rendered homeless, will not seriously check the growth of the town nor in the end prove an unmixed evil. Mining towns are at first places of rapid growth without much regard to order, permanency or neatness. The second growth is usually better and Cobalt can now re-arrange itself. Unlike the ordinary commercial town Cobalt's prosperity does not depend upon a form of wealth that fire can destroy. It is locked up in the rocks and so long as it continues to be found, as it has been found in the past, Cobalt will remain on the map and continue to grow. Rebuilding operations are now being vigorously carried on.

IF Mr. W. Gibson of Victoria, B.C., realizes his expectations with respect to the aeroplane he has invented, then the Pacific Coast will be able to claim the honor of having done something very practical towards the solution of the problem of aerial navigation. Mr. Gibson's flying machine is less than a third the weight of the Wright machine and develops 40 more horse power. The inventor offers to bet that in a year he will fly from Seattle to Vancouver in his machine. Its weight is only 222 pounds, and the motor develops 65 horse power.

The feature of the Gibson aeroplane is that it flies straight forward instead of sideways. While other aeroplanes present their widest side to the front, it presents the narrowest.



The Hon. Arthur Boyer, recently appointed to the Senate of Canada.

THE recent munificent donation of \$500,000 by Lord Strathcona to the Medical Faculty of McGill University, Montreal, will enable that justly celebrated school of medicine to replace the

buildings destroyed by fire during the winter of 1907 and to further enlarge its equipment.

OF the Canadian delegates to the recent Imperial Press Conference the first to return home was Mr. John W. Dafoe, Managing Editor of the *Manitoba Free Press* of Winnipeg. In his opinion the success of the conference was even greater than had been expected. While it was true that the only resolution which had met with support from the oversea delegates was that regarding cheaper cable rates, the other resolutions regarding defence and similar controversial topics having been rejected, there was no gainsaying the fact that there would be an incalculable strengthening of the bonds between the motherland and the colonies as the result of the interchange of views and the rubbing of shoulders of men from all parts of the red-painted world. Mr. Dafoe mentioned the splendid hospitality with which the delegates were deluged. They had been taken to the hearts of the British people, and the memory of it would linger long. The naval display at Spithead and the military review at Aldershot were striking examples of the might and majesty of Britain's army and navy, and any thought that the power of Britain was on the wane was instantly dispelled the moment the shores of the old country were reached.

CANADIANS were pleased to learn that their brilliant fellow-countryman, Sir Percy Girouard, R.E., K.C.M.G., had again received a notable advance in the Imperial service, having been promoted from the head of the government of Northern Nigeria to be Governor and Commander-in-



The critical moment—two out and two strikes. An incident in a recent baseball game by Montreal and Providence.



Chief of the East African Protectorate. He is a son of the Hon. Mr. Justice Girouard of the Supreme Court of Canada, and in early life was a resident of Montreal. For 30 years he has been in the Imperial Service, one of his early important posts being that of Director of the Soudan Railway. His great executive ability shown at that time contributed very materially to the success of Lord Kitchener's campaign in the Soudan culminating in the capture of Khartoum. During the Boer war he was director of Railways in South Africa. No Canadian and but few British subjects have done more to extend and consolidate British power in Africa than has Sir Percy Girouard.

**T**HE strike of the coal miners at Sydney, N.S., is a most unfortunate affair for whatever may be the final outcome so far as the contending parties are concerned, it must result in great loss both to the miners and the mine-owners. It will lessen the income of labor and handicap a great Canadian industry that quite recently has sustained serious loss in other directions. It is to be hoped that a settlement of the difficulty may be speedily arrived at—one based on justice for without such a basis no settlement of this kind can be permanent.

#### ABROAD

**T**HE Canadian team competing at the Bisley rifle matches have distinguished themselves and won high honors, first of course for themselves, and secondly for their country which never had occasion to feel prouder of the riflemen it has sent abroad. The first notable victory of the Canadian team was the victory which secured for them the Mackinnon Cup, the great longrange trophy of the Bisley meet. In the match the Canadians not only made the greatest total but led at each of the ranges of 800, 900 and 1000 yards, scoring a total of 1609 points. The Transvaal was second with 1514 points, England third with 1492 points. Both the Canadian and the Transvaal teams broke the record which was 1513 points. Once before was the Cup won by Canada. The second team victory of the Canadians was in the match for the Kolapore Cup shot for over 300, 500 and 600-yard range. The Canadians made 766 points with the Transvaal team again second and only 10 points behind. Natal was third. This is the ninth time Canada has won this cup. In the individual matches Sergeant Blackburn of the 90th Batt. of Winnipeg won the Prince of Wales' Prize, which next to the King's is the most valuable individual prize offered at Bisley. Sergt. Blackburn scored 84 points. Capt. Forrest of Vancouver was second with a total of 83, and Lieut. Morris of Bowmanville, Ont., third with 80 points. Sergt. Blackburn also won first prize in an unsquadded

competition, seven shots at a thousand yards. Lieut. Mortimer of Ottawa won sixth place.

**M**R. R. L. Borden, leader of the Conservative Party, and who has been paying a prolonged visit to Great Britain, stands by the resolution respecting naval defence unanimously adopted by the Canadian House of Commons last session. When speaking at a luncheon given recently in London, Eng., by Mr. Donald Macmaster, K.C., late of Montreal, and attended by a number of distinguished public men, Mr. Borden, stated that he was aware that some feeling was created in the British

age of 18 and 30." In the course of his speech explaining the proposed measure Lord Roberts presented a gloomy picture of the present state of Great Britain's land defence, characterizing the present policy as a "wilful gamble with the safety of the United Kingdom and the Empire." He claimed that should his bill become law and be thoroughly carried out it would within a few years provide one million well-trained and disciplined soldiers. Although the bill was rejected on a vote of 103 to 123 the principle of the measure was not condemned, the Lords holding that it would be inadvisable to interfere with the scheme for the reorganization of the territorial forces now being worked out by Mr. Haldane, Secretary for War, the unionist leaders intimating that upon their return to power the question would be again taken up.

The extreme gloomy view of the condition of affairs in Great Britain, the holding of which has recently become so largely what may be called the fashion, is not shared in by Lord Curzon, late Viceroy of India. At a recent school inauguration he protested against what he described as "the spirit of decrying ourselves which is abroad in the land." A little pessimism may be a good thing as a corrective for national vanity, but I venture to say there is too much of a spirit of decrying ourselves abroad in the land at this moment. There is an element of hypocrisy and cant in it, and perhaps there is something to be

said on the other side."

Lord Curzon briefly presented some of these arguments. Foreigners, he said were continually coming to Great Britain to study the institutions Britons at home were decrying and then they go home and try to imitate them. The educational facilities of Great Britain were also being taken advantage of by foreigners and effort was made to transplant to foreign countries something of the spirit of British public schools. "While we ought to be humble," said Lord Curzon, "we must not be over humble." It is well for Canadians in these trying times to remember that there is also a bright side to the shield of British public and social life.

**T**HE Chamber of Deputies of France on July 13th adopted almost unanimously the amended Franco-Canadian commercial treaty, with the concurrence of the Senate. Under the terms of this treaty, Canada will receive all the minimum rates of the French tariff, with the exception of cattle intended for slaughter, which will pay the general tariff. The treaty recently passed the Senate and Chamber and was then referred back to the tariff commission following a supplementary arrangement which gave France additional advantages. The report of the tariff commission was favorable and the amended treaty was adopted.



The handsome building of the Grand Trunk Railway System at the Alaska-Yukon-Pacific Exposition.

Isles owing to the fact that Canada did not by resolution or by speech from the Prime Minister vouchsafe the offer of one, two or three Dreadnaughts. He thought the resolution in the form in which it was passed, while its terms might not upon their surface seem as significant at the moment as the offer of one or two Dreadnaughts would have been, laid down a permanent policy for the Dominion of Canada upon which both parties united and which would serve a more practical purpose than any such offer of Dreadnaughts.

He pointed out that according to his analysis of the resolution it recognized Canada's duty to share in imperial defence; that a money contribution would not, so far as Canada is concerned, be the most satisfactory solution of the problem; that Canada should speedily establish a navy of her own to co-operate with that of Great Britain; and that Canada was prepared to make any sacrifice necessary to the maintenance of the Empire.

**T**HE first step towards compulsory military training in Great Britain was taken on July 12th when Earl Roberts introduced into the House of Lords a measure entitled "The National Service Bill which provides for the compulsory service in the territorial army of all male citizens between the



A view of the heart of the town of Cobalt as seen from the lake, as it appeared before the fire.



## OUR POINT OF VIEW

NEVER before has London had so many Colonial visitors as it has had this summer. Before the representatives of the Press of the Empire had held their last meeting, the members of the South African National Convention began to arrive in the great city, and before they have seen their splendid efforts for a united South Africa crowned by the passage of their bill through the Imperial Parliament, the delegates to the Imperial Defence Conference will be in session on the banks of the Thames. The London papers are full of the affairs of the Empire and of the goings and comings of the distinguished men and women from the Dominions beyond the seas. The practical results of the Press Conference were considerable. Already a cheapening of the cable rates has been promised and further reductions are expected from the agency of the strong standing committee which was appointed to deal with the matter. On the Imperial side, perhaps, the most valuable result has been an increased sense of the importance of the problems of Imperial Defence and an appreciation of the many sides which the problem presents. But there were other great results. The Imperial Pressmen not only became intimately acquainted with each other, which was in itself one of the best results of the Conference, but they heard and saw at close range the leading representative Imperial statesmen. There was many a long and informal chat over the coffee and cigars—not recorded in the annals of the Conference—wherein the men from the prairie and the veldt and the karoo exchanged with the aristocratic statesmen and democratic politicians of Old London town the ideas and opinions that each had gained in the activities of life in widely different spheres. From the close association of the delegates we may with confidence expect that Canada, Australia, New Zealand, South Africa and the West Indies, as well as India, will come to a much better understanding of their respective ideals and interests and their mutual relationship within the Empire. There was an increase of knowledge on each side coming from a frank interchange of thought. Ignorance is the greatest enemy of progress in matters Imperial as well as in other affairs. The man from Vancouver cannot be expected to understand the point of view of the man from Sydney or Cape Town or London unless he has had a chance to learn intelligently first what that point of view is. Ninety journalists from all parts of the Empire were busy for three weeks "learning things" about other parts of the Empire than the particular one each happened to live in. Many of them, it can hardly be doubted, will have formed an entirely new impression of the Old Country during their visit and their views upon the great Imperial questions of the hour must have been profoundly influenced by the speeches of the leading public men to whom they listened. Nor is there any question as to the valuable influence which they in turn exercised upon their British hosts. The increase of information that will result from their printed records in the press of the different parts of the Empire is the greatest benefit that will result from the Conference. All the proceedings were dominated by a lofty tone of patriotism. There were, of course, differences of opinion, but there was not a single jarring note and the fervor with which the National Anthem was sung at the final meeting was an admirable indication of the spirit by which the Conference was animated.

SOUTH AFRICA, for so long the cockpit of the Empire has astonished the world by the splendid results in the National Convention for closer Union. Eight years ago all was bloody strife and most terrible discord there—English and Dutch slaying each other in thousands and devastating the land; to-day we see the triumph of patriotism, in representatives of the two races sinking their differences in the common wish for a united South Africa. It is immense. History has no parallel

to it. The difficulties in the way of a settlement were enormous—they seemed insurmountable. Those that our own statesmen had to encounter in achieving Confederation were small to them. Yet the love of Dutch and English for South Africa triumphed over every obstacle. All intelligent men there felt that the only way out of the dangers and difficulties of the present situation of control divided between different states was the union of all in a supreme government to speak for British South Africa as a whole. And each state has sacrificed something to that end. The result has been to lift South Africa to a new place in the Empire. We all feel a new interest in her—a new respect and affection for her. And the truth of the old adage, "God helps those who help themselves," was never better exemplified. The whole South African financial market has leaped ahead since Union was assured. It seemed as if nothing could lift the depression that has rested upon South Africa since the war. Many a brave heart has been broken waiting for the lift in things that has been so long in coming. But it has come at last. During the past three months the rise in South African and Rhodesian securities has been the feature of the London Stock Exchange. The whole situation has altered. The British investor is once more taking an interest in South Africa and thus the financial, as well as the political, outlook is bright.

WE have written very fully in previous issues our views as to the line Canada's representatives should take at the Imperial Defence Conference. We have no doubt now, as we have never had any doubt, that, to use Lord Milner's words, the true principle to be followed there is "to encouraged each Dominion to provide in the first place for the defence of its own soil and its own shores and of all Imperial interests there or thereabouts by its own native forces." As he pointed out in this speech at Nottingham a little time ago, "mere contributions from the Dominions to the British Army or Navy, valuable as they are under existing conditions, invaluable as they are as an evidence and expression of Imperial patriotism, will never take us very far. It is a real Imperial Army and Navy, constituted by the combination of the forces of the several self-governing states, forces organized from the outset on a common pattern and controlled ultimately, I hope, by a common authority—that is the goal towards which we should continuously strive." In other words, as we have always maintained, we must have autonomy first and combination afterwards. Sir Frederick Borden speaking recently at Montreal said,—"We are a nation with the responsibilities that fall upon a nation. We must begin to defend our territory not only by land but by sea." That is now agreed upon. The only point is how it shall be done. Canada, we feel sure, is acting wisely in waiting for the Conference before making any declaration upon the particular manner in which she will start in to defend herself by sea. We know the different point of view of Australia and New Zealand upon this question. New Zealand is too small to have a Navy of her own, and so favors a contribution to the Imperial Navy. Australia prefers a local Navy, although driven by New Zealand's patriotic offer of a "Dreadnaught" into proffering a similar gift to the Imperial force, but we hope some common plan will be decided upon for all the Dominions. At all events it is a fact of vital importance that the young nations of the Empire should be allowed to view the problem of naval defence from their national point of view. Everyone now recognizes this. They are all self-governing countries and whatever each does must be done with the free consent and full approval of its government and people. It must be a policy heartily entered into by those who will have to bear its burden for otherwise it would be neither efficient nor permanent.





Some of Ottawa's supply of "white coal." Views of the Chaudiere Falls above the highway bridge.

## INDUSTRIAL OTTAWA



HE governmental Ottawa, the federal capital, the legislative and executive centre of Canada, is known in every hamlet and in every home in the Dominion. The magnificent pile of buildings crowning Parliament Hill is, either by personal visit or through illustrations, a familiar object to every citizen, and at least some understanding of the official life that ebbs and flows through those buildings forms part of the general information of the people. But there is another Ottawa, perhaps more commonplace and certainly less pretentious and self-assertive about which not so much is heard but which in another field is destined to make itself felt, perhaps quite as strongly and beneficially as the political Ottawa has been felt in the past. This other and less known Ottawa is commercial and industrial, and it has before it a future as bright as that of any city on the continent.

In considering commercial and industrial Ottawa the two things that stand out most conspicuously are its commanding situation and the extent of the waterpower either at its very doors or so near as to be useful to the city's industries. Geography is wholly in Ottawa's favor. To the east, south and southwest are the oldest, most thickly-settled and most highly developed portions of the Dominion, and at the same time it stands on the fringe of the great forest area of Central Canada—the pineries of western Quebec and western and northern Ontario—and at the doorway of the rich mineral areas of New Ontario. No other city in Canada has at hand so large supplies of certain kinds of raw material and looking out to the east and south are the markets of three-fourths of the Dominion.

Between Ottawa and both of these fields—the field of raw

material and the field of markets—there already exist excellent transportation facilities. From the west flows the mighty river on its way to join the St. Lawrence at Montreal and which is to be, so to speak, the backbone of the Georgian Bay ship canal, to the construction of which the country is pledged. This great waterway, which will form the essential link in the most direct route between the wheat-producing West and the Atlantic ports of Canada, will place Ottawa on one of the greatest avenues of commerce on the continent. For many years the city has had means of water transportation with southeastern Ontario. The three great railway systems of the Dominion run into Ottawa; and besides the trunk lines branches tap all the adjacent districts, many of which are the favorite resorts of fishermen and hunters.

In the possession of waterpower, aptly called the "white coal" of modern industry, Ottawa is not surpassed by any other city in Canada. It is supplied, of course, principally by the Ottawa River. It is estimated that within the limits of the city there are 100,000 horse-power; 230,000 horse-power within a radius of ten miles measured from the City Hall, and 900,000 within a radius of forty-five miles. The greatest waterpower is that afforded by the Chaudiere Falls, just above the bridge connecting Ottawa and Hull in the Province of Quebec, and whose angry roar can be heard on Parliament Hill. This great waterpower is now to a large extent utilized by industries, principally lumber mills, which here line both banks of the river. At present there is at the Chaudiere a turbine installation of about 20,000 horse-power under heads varying from 16 to 27 feet. The report on the survey of the Georgian Bay ship canal, in writing of the Chaudiere Falls, says: "The present powers are being greatly improved by the construction of a massive stop-log dam across



A view of Sparks Street, looking west.

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the river just above the falls. The canal dam will, probably, be placed about three-quarters of a mile above the falls, and, in order not to interfere with the present interests, a development has been figured on with a twenty-foot head. With a regulated discharge of 28,000 cubic feet will be an additional 45,000 electrical horse-power available at the Chaudiere after the canal is constructed."

Two miles above the Chaudiere are the Deschenes rapids, now furnishing a large supply of power, but these rapids will be drowned out by the proposed canal dam. However, the loss here will be many times compensated by the increase of power at the falls. Waterpower is also furnished by the Rideau falling into the Ottawa in the eastern quarter of the city, and also by the Gatineau flowing down from the north. Its first waterpower is within sight of the city.

On the Ottawa River, and 28 miles west of the city, are the Chats Falls, at which there is at present 43,300 horse-power available, but when the canal is built there will be an effective head of 48.5 feet, capable of generating 113,500 horse-power. Twenty miles further up the river are the Chenaux rapids where, with development, 63,300 horse-power are possible. Cheap power, the essential of cheap production, is one of Ottawa's greatest assets. Although utilized to-day to a considerable extent, the greater part of it is still to be harnessed and made to turn the wheels of industry. The raw material that laid the foundation of Ottawa's prosperity and that to this day is a large contributor to the city's wealth is lumber, especially white pine. Millions of feet have annually been manufactured here for the export trade, and although some of the sawing is now done higher up the River, Ottawa continues to be the centre of the trade.

The country to the north and west, which is rich in minerals, is tributary to Ottawa and close to the city are mineral deposits from which structural materials in large quantities are produced.

In discussing the industrial possibilities of Ottawa and especially the available supply of labor, a writer on the subject says: "In spite of the growing demand for labor, skilled and unskilled, there has never been any dearth of competent workmen in Ottawa. Living for the laboring man is reasonable,

land, thus making a strong, healthy and happy class of people, and freedom from strikes is an evidence of this.

As to factory sites, etc., it is not necessary as is often the case in larger places, to locate at an inconvenient distance from Custom House, Post Office, Bank and other centres. Land may



The National Victoria Museum now in course of erection. (From the architect's drawing.)

still be secured in the very centre of the city at reasonable prices."

Ottawa is well provided with financial institutions, about every bank in Eastern Canada having branches here, and one its head office. The city's commercial life has developed greatly during the past ten years. A number of new wholesale houses have been established and the old ones have been enlarged and strengthened and Ottawa has become the distributing centre for the western portion of Quebec, northwestern and central Ontario.

"There has also been a notable development of the retail business section of the community. Merchants have extended their borders, enlarged their premises, improved their methods, increased their stocks, until to-day there is no occasion for any purchaser, to go outside the city to supply every need and every luxury known to modern requirements." So writes one familiar with the business life of Ottawa.

Evidences of all this—the variety and extent of Ottawa's manufactories, the solidity and enterprise of her business houses, the richness of the agricultural country tributary to the capital and of the forest and mineral areas beyond—are afforded at a glance by means of the Central Canada Exhibition held annually in Ottawa and this year to be held from September 10th to the 18th inclusive. This is one of the most attractive exhibitions held in Canada and it always draws thousands of visitors from every part of Central Canada. The visitor cannot fail to be impressed with the rapid and substantial growth of the city, and the great advantages it offers to manufacturing enterprises.

Ottawa has a population of 85,000, an increase of almost 9,000 since the year 1907. Including its suburbs and considering it as one centre of industrial and commercial activity it has a population of fully 100,000. The taxable assessment of the city amounts to \$55,500,000. The property exempt from taxation, consisting principally of property belonging to the Federal Government and to the city itself, amounts to



The heart of the business portion of Ottawa.—The Post Office to the left and Parliament Hill to the right.

wages fair, work always to be had, a fact which attracts labor. The city and suburban electric street-car service enables the workmen to live not only cheaply but comfortably in localities free from congestion and where each little home has its plot of

\$21,825,000, making a total valuation of \$77,325,000. The city has an area 5,119 acres, or practically eight square miles. It is spreading out in every direction except to the north, where the river makes a fixed boundary.



# THE VOYAGES OF HENRY HUDSON

THE NOTABLE CAREER OF ONE OF THE BRAVEST AND MOST ENTER-PRISING EXPLORERS THAT EVER SAILED THE NORTHERN SEAS

(Written for CANADIAN LIFE AND RESOURCES by L. A. M. LOVBEKIN)



NEXT month our neighbors to the South will celebrate what they term the tercentenary of the discovery of the Hudson River. It was, however, discovered over three-quarters of a century earlier by Giovanni Verrazano and, not long after, Frenchmen ascended the river and traded with the Indians. It is true that in the year 1609 the Dutch East India Company did send Henry Hudson in search of the north-east passage to China, but this voyage was only the third link in the chain of four which he made with the object of finding some long talked of northern passage, and his explorations were chiefly in the waters which now lie around British North America. Hudson may be said to belong to Canada and his name is written large on our maps. But he did not actually discover the regions around which he coasted nor did he ever claim to have done so. There had been others before him, but he did much more than his predecessors, and doubtless would have accomplished still more but for the tragic ending of his fourth voyage.

As for the man little is known of him and that much is covered by the four voyages he made in 1607-8-9-10. It has been said that no authentic portrait of him is extant. That which is here produced is from a painting in the possession of Mr. H. C. Bellew of Montreal, and is ascribed to Rubens. It was brought to Canada by the owner's grandfather many years ago and has been the property of the family for several generations. The Bellews were related to the Hudsons. There has recently appeared in certain U. S. publications what is termed a "traditional" portrait of Hudson and the resemblance to that herewith given is striking. Corroborative evidence is thus supplied. Dates also establish the fact that Rubens may have painted the picture (which shows his "touch") about the period when the Dutch Company sent Hudson on his errand. It is thought that he may have been the grandson of Henry Hudson, or Herdson, an alderman of London, one of the founders of the Muscovy Company in 1555, who left many sons, all of whom were connected with it.

One day, in the spring of 1607, there appears to have been

some little excitement in the then ancient street of Bishopsgate, within the boundaries of the city of London. The old church is still where it then stood, and the landmarks are so strongly marked that it is not difficult to conjure up before the mind's eye the scene that was witnessed on that memorable day. There was a gathering of citizens with their wives and children, and the "prentices" looked out of the rows of picturesque shops, and curiosity provoked speculation as to the results which were to spring from the projected expedition. It was well-known that Master Henry Hudson was about to depart for the seas in the good ship "Hopeful," in order to find a new passage to countries then but dimly imagined by the citizens of the day. Some new route to the regions of "far Cathay" and India would vast-

ly expand the trade of London with "the isles of spices," and tend to increase the ever-increasing prosperity of the merchants. Naturally there was a gathering, in accordance with the religious spirit of the age, to pray for the safety of the voyagers and to wish them God-speed, and that the bright commercial anticipations might be realized. An account of that service is given in a book entitled "Divers Voyages and Northern Discoveries of that worthy Discoverer, Master Henry Hudson. His discoveries towards the North Pole set forth at the charge of certaine Worshippful Merchants of London in May, 1607, written partly by John Playse, one of the Company, and partly by R. Hudson."



From a photograph of an original painting—A portrait of Henry Hudson, the discoverer of Hudson Bay.

On the 1st May, writes John Playse, "we wayed anchore at

Gravesend," and on the 26th made the "Shetland Isles of Scotland." They steered away north in "a great fogge and soon saw some land and ice." This was the coast of Greenland, along which Hudson sailed until June 22nd. The log book says "wee called the headland Young's Cape and a high mountain the Mount of God's Mercy." Another point was named "Cape Hold with Hope." It must be remembered that Hudson's Greenland was Spitzbergen and his Groneland was the present Greenland. He refers to Newland and this too was Spitzbergen—the Dutch Nieuland converted by James I. into Newland. Whales were numerous and one was hooked in some way with the result that the little ship was nearly swamped, but "by God's mercy was delivered." On the 16th of June the record states that the



gallant explorer gave up hope of discovering the looked-for passage, "finding by prooffe that it was impossible by means of the abundance of ice compassing us about by the north and joyning to the land, we returned." Much of the coast-line was reported on, but the observations cannot now well be recognized. On the 15th of September the vessel was back in the Thames.

Nothing daunted, however, Hudson again, in the following year, accepts a commission from the same company to seek the north-east passage to China, and, with a crew of fifteen men, bravely fought in the northern waters, facing with his little vessel and fifteen men difficulties which all the resources of modern science have not as yet fully mastered, in his gallant attempt to force a passage to the north of Nova Zembla (Novaya Zembyla). Baffled, he tried to pass by "Waigatz Strait" (Kara Strait) and so work to Tartaria, hoping to find a passage by the north-east. But the Waigatz was impassable and on July 6th, after riding out a tearing gale, he accepted defeat and "lost hope to find passage by the north-east." On the 26th of August he was once again in London.

Evidently regarding his want of success as only temporary we find the indomitable man, in 1609, once more starting on his adventurous mission, this time under the direction of the Dutch East India Company, in the "Half Moon," a vessel of 80 tons with a crew of twenty, and the "Good Hope" as a consort, aiming at the same strait which he failed to pass the previous year. The crew of the "Good Hope" mutinied and the ship vanishes from the record. He reports his attempts off Nova Zembla, "New-found-land, and along to fourtie-four degrees, and thence to Cape Cod and so to thirty-three degrees and along the coast to the northward to fourtie-two degrees and up the river neere to fourtie-three degrees." Then he visits Newfoundland, in which he includes Nova Scotia, and names points which are not now charted as in the positions he described. Then he passes south and in August is at the King's River, Virginia, "where our Englishmen are"—the old John Smith settlement was really many miles to the south—and after drifting a good deal owing to not understanding the currents, on September 2nd arrives at what is now known as Sandy Hook, a locality he carefully explores and describes as "a very good land to fall in with and a pleasant land to see," and adds, "we came to three great rivers," meaning probably the Raritan and the Narrows, as now known. A landing was probably made at Coney Island, where the crew caught "ten great mullets and a ray as great as foure men could not hale into the ship."

Then appeared Indians "seeming very glad of our coming," who traded green tobacco for knives, "well dressed in deere skins, with yellow-copper hair," and are "very civile," but "we dare not trust them." And rightly, for the next day, September 6th, John Colman, the seaman who, with a couple of others, seems to have adhered to Hudson during the three voyages, with four others, put off in a boat and were set on by two canoes with twelve or fourteen men and Colman was killed by an arrow shot into his throat, and two more hurt. Colman was buried at a place called Colman's Point, indicated on old maps, but with uncertainty in view of modern changes. The ship was then for many days beset by Indians "making shewe of love" and also of bows and arrows and they are very properly shunned.

The ascent of the river is then commenced. On the 15th "very high land on both sides," the Catskills, is reached, and the next day a very discreditable proceeding is recorded, for the record relates that Hudson and his mate determined "to trie

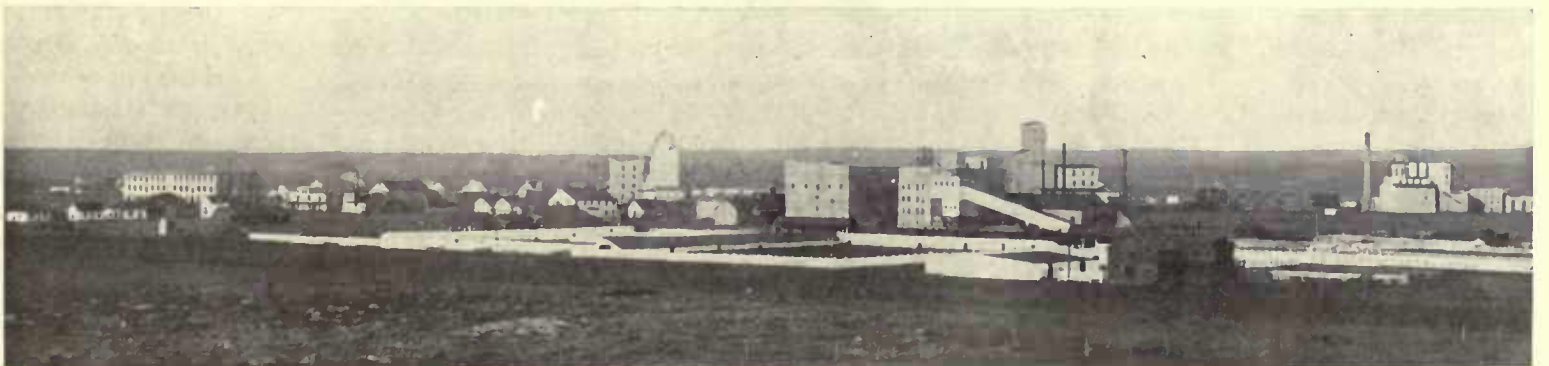
some of the chiefe men whether they had any treacherie in them and gave them so much wine and aqua vitæ that they were all merrie. . . . In the end one of them was drunk . . . and that was strange to them for they could not tell how to take it." Others appear to have refused the poison until one great warrior said the strange visitor was evidently Manitou and the contents of the cup must be good for the nation. He drinks and soon begins to "stagger about and at last dropping to the ground they be-moan him. He falls into a sleep and they vlew him as expiring. He wakes, jumps up and declares that he never before felt himself so happy as after he had drunk the cup, and wishes for more, which is granted, and then the whole band become intoxicated." This shameful orgie lives in Indian tradition to this day and "Mannahattank" is said to signify the "place of intoxication." This is the one blot on a narrative of seaman's bravery, perseverance and enterprise which is not to be equalled in the records of any country.

Having reached the locality where Albany now stands Hudson finds his way once more barred and that the legend of a strait through the continent, not unnaturally based on the Indian stories of the great chain of lakes and the St. Lawrence, was only the baseless fabric of a vision. So defeated but not disheartened, Hudson sets out on his return voyage. His departure from the mouth of the river on October 1st is signalized by another attack by Indians. On November 7th he arrives at Dartmouth. So much for the "discovery" of the river by Hudson.

The fourth and last voyage of the intrepid mariner was organized by Sir Thomas Smythe, Sir Dudley Digges and John Wostenholme in order to try the north-west passage, and Hudson sailed in the "Discovery" in April, 1610. At the end of June he was in the straits which now bear his name and on the 3rd of August passed Digges Island and Cape Wostenholme and so into the bay where, for three months, he worked "in a labyrinth without end," examining the islands on the east coast. In October James Bay was thoroughly sailed to the extremest south and on November 1st the ship was hauled ashore for the winter months at, probably, Moose Fort where it was frozen in on the 10th. The exiles seem to have suffered severely from shortness of provisions and there was but a scanty supply of game and fish. The comparative idleness and isolation soon provoked trouble which was the harbinger of the tragic end. Hudson quarrelled with his mate, Robert Bylot, and displacing him after escaping from the ice in June, 1611, appointed one King. Then came mutiny and, after a conflict in which four men were killed, Hudson, with his son, the man King, who seems to have been an objectionable person, and four or five others were forced into a boat, cast adrift and were never heard of more.

Bylot seems to have taken charge of the "Discovery" but the mutineers fared but ill. While trying to shoot reindeer a party was set on by the Esquimaux and four killed. Some died on the passage and but a remnant reached England. They were imprisoned but as, of course, evidence was slight and all made favorable to themselves, the survivors were liberated and Bylot figures in the crew under Sir Thomas Button in the "Resolution" which sailed the next year on the same mission as those of Hudson.

Hudson's name must ever be inseparable from that of Canada. He did more than any who had preceded him, in the way of discovery and his efforts exploded the theories of those who held that there was a short-cut to India and China by the north. Had he lived to complete his work names now on the map as those who followed him, would not be there. The most vivid writer of romance could not outdo the realities in the various records of his travels.



This view of the manufacturing district of Calgary shows that the West is coming on industrially.





(Photo by A. T. Bridgman.)

A view of a portion of the herd of buffalo recently purchased by the Canadian Government for Buffalo Park in Central Alberta.

## IN BUFFALO PARK



THE American bison, commonly called the buffalo, is the only living species of the ox family indigenous to this continent, except the musk ox of the subarctic regions. Not many years ago throughout the vast central plateau of North America the buffalo was very abundant—to the Indian mind at least, practically as countless as the stars. From the Mackenzie basin in the north to the Gulf of Mexico in the south they roamed the prairies in great herds, cropping the luxuriant prairie grass over millions of acres on much of which to-day wheat is grown and domestic cattle reared. Theirs was the largest and best pasture in the world. Even in winter throughout the greater part of their wide domain they had no difficulty in procuring abundance of food, for beneath the light snow-falls was the prairie grass, thoroughly cured and preserved, and as rich in nutriment as the farmer's hay.

To-day nearly all the buffaloes on the continent are the property of the Canadian Government and their pastures are national parks securely enclosed by iron fences and carefully guarded by park-rangers. Most of these animals

were recently purchased in Montana, and with great labor collected from a wild tract of country over which they were roaming and conveyed by railway trains to the Canadian West. Under the agreement 403 head were to be delivered, the price a head being \$300, and an allowance of \$45 a head for cost of transportation. It was found that the herd exceeded the estimate and last summer 400 buffaloes were delivered, leaving about 200 to be collected this summer. When this was being done a few weeks ago a number broke through the enclosure within which

they were being rounded-up and it was decided to leave the escaped animals in their native haunts, so that Montana still has a few buffalo.

Explaining in the House of Commons the Government's plan with respect to their recently acquired herd of buffalo, the Hon. Frank Oliver, Minister of the Interior, said: "The proposal is to retain them and have them increase the same as in the case of any ordinary herd of cattle. We believe that, in the first place, they are of value as a natural curiosity, and in the next place, the experiment of undertaking to secure practically an unlimited increase of the herd is well worthy of the consideration of the country, because of the actual economic value of the

animal and particularly of its hide. We have an enclosure four miles square which is called Elk Park, about 15 miles from Fort Saskatchewan. This park was not fenced originally with the expectation of enclosing a herd of buffalo. The fence was erected with the expectation of enclosing a herd of elk and of securing the increase of the herd in the natural course. But about the time the fence was completed we were successful in our negotiation for the buffalo



A buffalo in Banff National Park in winter cropping the grass beneath the snow.

and we utilized that enclosure as the temporary home of the buffalo. But, we recognized that an area of four miles square was not sufficient for the large number of buffalo that we hoped to secure, nor was it in that part of the country that was most suited for the grazing of buffalo. We therefore selected an area equal to four townships in extent which was not occupied by settlers and which lay immediately east of the Battle River at a point where the Battle River runs almost due north. The general course of the Battle River is east and west, but at one part





A snowfall in the Park at Banff does not interfere with the buffaloes' enjoyment of outdoor life.

of its course it runs almost due north and it is on that part that the Buffalo park lies. It lies between the Grand Trunk Pacific and the Wetaskiwin branch of the Canadian Pacific Railway, immediately east of the Battle River, the area being approximately that of four townships. It is substantially fenced and is now ready to have the buffalo turned in. Nearly all the buffalo that are now in the Elk park will be brought to the Buffalo park. The area of four townships is particularly well adapted to buffalo grazing and there will be ample room for the buffalo to propagate and live in their natural condition. We hope that they will increase satisfactorily and that the experiment will be a success."

It is expected that in this large park the buffalo will obtain their own food all the year round, for it is in a part of the country where under ordinary conditions the buffalo would graze throughout the entire year, but a supply of hay will be kept on hand to meet the needs of extremely unfavorable seasons. This hay will be cut on certain low tracts in the park where there is an abundant growth so that it is not expected that hay will ever have to be bought. There will be two entrances to the park, one from the Grand Trunk Pacific side and one from the Canadian Pacific side, and at each there will be a caretaker.

Mr. Oliver thinks that a profit will accrue from the herd. "The hide alone," said he, "at the present value is worth what the animals have cost us." A hide and the head was, he claimed, worth fully \$240, and the head of a large bull properly mounted "is worth almost anything."

The abundance of the buffalo in the Central Canadian West in early times was remarked by every explorer and traveller who visited that region before the coming of the white man with the plough. For instance, Alexander Henry, a fur-trader who fitted out at Montreal, left a very interesting account of his "Travels and Adventures in Canada and the Indian Territories between

the years 1760 and 1776." During the winter he travelled through the country now forming the northwestern portion of Manitoba and Eastern Saskatchewan, and there he saw hundreds of buffalo, which he always calls "oxen." In describing the experiences of a certain day he wrote:

"Soon after sunrise we descried a herd of oxen extending a mile and a half in length and too numerous to be counted. They travelled, not one after another as in the snow other animals do, but in a broad phalanx, slowly, sometimes stopping to feed. That same day we came to a small lake. All the snow on the frozen lake was trodden down by the feet of wild oxen. When this was the case on the land an abundance of coarse grass discovered itself beneath."

The explorers, Lewis and Clarke, who, thirty years later, crossed the continent, wrote in their journal: "These buffalo are now so numerous that from an eminence we discovered more than we had ever seen before at one time; and if it be not impossible to calculate the moving multitude which darkened the whole plains, we are convinced that twenty thousand would be no exaggerated number."

Catlin in his work on the Indians, wrote: "The almost countless herds of buffalo that are sometimes met with on these prairies may yet (1833) be seen by any traveller who will take the pains to visit these regions. August and September is the time when they congregate in such masses in some places as literally to blacken the prairies for miles together."

The Indians killed only what was required for the supply of their camps—"a mere speck," wrote Capt. Butler in "The Great Lone Land," "in the dense herds that roamed up to the very doors of the wigwams." It was not until the fur-traders came that the wholesale slaughter of the buffalo commenced. The remnant of the race now belongs to Canada.



A portion of Canada's herd of buffalo collected at Lamont, Alberta, and one of the caretakers standing within the enclosure.

(Photo by A. T. Bridgman.)



# CAMPING-OUT

IT occurred to us three brothers that a most healthy and very pleasant way to spend our summer holidays would be in a temporary return to the simple life—camping-out in some quiet place. We wanted fresh air, rest and recreation, to enjoy



The camp at Round Lake among the Laurentians.

the beauties of Nature, to be free from the conventionalities of society, and to give ourselves a thorough change from the luxuries and regularities of a well-ordered house to the plainness and roughness of a camp. "Bobs," our Irish terrier, so full of affection and fire, was to accompany us.

Then came the important question—Where shall we go? After deliberation, in which we carefully weighed the pros and cons, we decided to camp on a lake shore in the Laurentians, so as to get the pleasures of land and water, combined with the advantages of elevation, retirement and convenient access. So we decided upon Round Lake. We then at once set to work to make



The camp table beneath the spreading trees.

all the necessary arrangements. We procured a tent, 7 by 10, obtained some simple cooking utensils and laid in a small stock of flour, meal, rice and such-like provisions. We bought also some fishing tackle and there arose before us visions of sport in the capture of the finny tribe and of juicy pickerel prepared in true camp style in a crust of clay and baked in ashes.

When we arrived at our destination it took a little time to decide on the precise spot for our tent. We chose a position at a little distance from a beautiful spring of clear, sparkling water, to be used for drinking and cooking, and close to a little stream suitable for all the culinary operations. The position was also within a stone's-throw of the country road, yet sufficiently

secluded to secure us from intrusions. Added to this we were near the lake, and a tiny creek flowing into it gave a suitable place for the boat, with which we had provided ourselves.

And now, after a hard day's work in erecting the tent and making all necessary arrangements, we sought that rest which is the "sweet sauce of labor." When we retired and threw ourselves down on a bed of fragrant pine, very soon we fell into the sweet arms of Morpheus and became oblivious to all around through "tired nature's sweet restorer, balmy sleep."

Now, looking back on that experience and comparing it with the comfortable bed we are reminded of the soliloquy of King Henry IV.:

"Why rather sleep, liest thou in smoky cities,  
Upon uneasy pallets stretching thee,  
And hushed with buzzing night-flies to thy slumber;  
Than in the perfumed chambers of the great,  
Under the canopies of costly state,  
And lulled with sounds of sweetest melody."

We had pitched our tent quite near a little grove of poplars, and there we improvised a rough table and seats and feasted on



Round Lake, the camp skiff and the bathing-raft.

frugal fare. All around the wild raspberry bushes yielded abundance of refreshing fruit. From a distant farm we procured delicious butter, rich milk and new-laid eggs, which with bread purchased in the village and our own stores provided all that was needed to meet the craving of appetites keenly sharpened by fresh air and exercise.

The delights of the simple life are indeed innumerable, and words fail us to tell of all the enjoyment we found in those early morning rambles over the green fields or through woods redolent



The last day—breaking camp and moving out.



with the odor of the pine ; of the *dolce far niente* of softly gliding over the glassy water with lines trolling for the pike quietly sporting below us. We made some fairly good catches and apart from our keen appetites there was a particular relish attaching to our own catching as well as to our own cooking. The excursions we made to other lakes by boat or overland, on foot or by vehicle, were exceedingly pleasant. R. was fond of photography and would wander away with his camera. C. gave himself up to dreams on the water, while H. would often besport himself in it. The fresh air was ever invigorating, the scenery was charming, every prospect pleasing, and the time passed away all too quickly.

Our "Bobs" was a faithful sentinel at night and very lively company during the day. So cleverly he found his way

through untrodden woods! How he did delight to give chase to the squirrels and the wild duck!

The Canadian summer is an excellent season for camping-out and the Laurentians are splendid camping grounds. One wonders that so many of our young men instead of recruiting their wasted forces in such invigorating atmosphere, spend their holidays at crowded resorts. We all returned feeling wonderfully better for the simple life. Our photographer has retained for us some "sunny memories" which are reproduced for the benefit of the reader.

Throughout the Laurentians are hundreds of spots equally as charming and as easily accessible as that in which we pitched our tent and spent our holiday. Year by year they are becoming one of the favorite playgrounds of Central Canada.

## HIGH ART IN CANADIAN HOMES

(Written for CANADIAN LIFE AND RESOURCES by L. A. M. L.)



HE projected Canadian National Gallery of Paintings was referred to in a recent number of CANADIAN LIFE AND RESOURCES, in the course of a sketch of the great collection now in the possession of Laval University, Quebec. It was pointed out that such a national collection of the first-class is at present, and must continue to be so for some time, practically a project and nothing more, for the reason that the country is not ready to supply the money which would be required to purchase pictures of any great value. It is easy to imagine, for example, the reception of a proposed vote of \$100,000 for the purpose of buying a painting by Franz Hals. No Canadian Minister of Finance would dare to place in his estimates such an item, yet this was the amount passed without a murmur in the Imperial House of Commons not long ago. So also were votes of \$125,000 for the general expenditure on the National Gallery; \$160,000 for the Wallace Gallery and \$38,000 for the National Portrait Gallery. It is to be feared that a majority of our members, ready enough to cast their votes for money, for more or less important local schemes, would stand aghast were such votes proposed at Ottawa. Gradually, doubtless, but surely, as culture and wealth increase in Canada, a collection of pictures such as exists in European countries will be established in one or other of our large and older cities of importance. Canada is, in fact, not lacking in wealth of valuable paintings. The superb collection at Laval, in itself really a public gallery for all practical purposes, is a too little known example. And it is probably less known that there are, in private possession in Canada, a very large number of the works of the old masters of the greatest value. It is proposed to present to the readers of this magazine a few examples of these treasures.

The first dealt with is a striking portrait, a specimen of the matchless work of Peter Paul Rubens, whose masterpiece in Antwerp, the "Descent from the Cross," is familiar to all. The picture under notice is the property of Lieut.-Col. W. H. Evans, commanding the 1st Regiment Prince of Wales' Fusiliers, Montreal. It is on a small panel and in the coloring of the flesh and

expression is such as Rubens excelled in producing. It reflects in a most marvellous manner the mental suffering of one whose "heart is full of tears," and this is so depicted as almost to invoke kindred pain on the part of the spectator.

This picture was sold some time ago at Christie's, in London, as the "Head of a Monk" and nothing more. But on the back of the panel is an inscription which shows that the picture is of historic as well as of artistic interest. It is a portrait of Henri, Duc de Joyeuse, sometime a Marshal of France, and a



A specimen of Rubens' art in a private collection in Montreal.

Capuchin Monk, alternately, and a member of a family renowned in the annals of France. He was born in the year 1567 and becoming a soldier distinguished himself as a warrior, but he was so stricken by the death of his wife, Catherine de la Valette, in 1587, that he assumed the robe and took the vows of the Franciscans and devoted himself to a life of austerity, so much so that he appeared on one occasion in a procession of the famous Sainte Ligue, organized by the Duc de Guise against the Huguenots, crowned with thorns, bearing a cross and scourged by two monks. In the year 1592, however, he cast away the religious habit and appeared at the head of certain bands of religious devotees who were ravaging the Province of Languedoc and finally submitted to Henri IV., receiving the baton of a Marshal, the government of Languedoc and an office in the Royal Household corresponding in some degree with

that of the "Groom of the Stole" in the British Royal Household. But in the year 1600 a sudden impulse took him back to the monastic life, and undertaking a pilgrimage to Rome he died while on the road. The inscription burned or rudely cut on the reverse of the panel runs as follows: "Portrait du pere Ange de Joyeuse, Capucin, Marechal de France. Mort a Rivoli en 1608 age de 41 ans . . . peint par le gulde Oremy."

Of this remarkable character Voltaire wrote in his most vitriolic manner:

"Vicieux, penitent, courtesan, solitaire,  
Il prit, quitta, reprit la cuirasse et la haire."

It may be noted that Lieut.-Col. Evans also possesses a remarkable example of the work of Rembrandt which he purchased some time ago in Great Britain.



# OUR HISTORY IN STATUES AND MONUMENTS

XXXI.

IT was only natural and proper that in Quebec city should be erected one of the monuments, and probably the most notable one, commemorating the sending to South Africa of Canadian volunteers to strengthen the arm of Great Britain in her conflict in that distant quarter of the globe, for it was at the Ancient Capital that the first contingent of Canadians set out for the scene of the Boer war. Here they said farewell to friends and country, and for a number the docks at Quebec were the last Canadian soil their feet ever trod. The beautiful monument standing in the historical and picturesque old city bears this inscription cut in the stone face directly beneath the bronze figure: "To those sons of Quebec who gave their lives in South Africa fighting for the Empire: A.D. 1899-1902."



The monument in Quebec city to the sons of the Province who fell in the South African War.

But the monument does more than preserve the memories of the sons of Quebec who fell in the war. It is a monument to the spontaneous outburst of loyalty that from ocean to ocean swept over Canada during those memorable and trying times, and it is also a perpetual remembrancer of Canada's practical recognition of the ties that bind together the scattered members of Britain's far-flung Empire. Although seas between us roll, although we may be sprung from different races, speak different languages and worship at different altars, we are Britons all.

It was on October 30th, 1899, that the first South African contingent sailed from Quebec. The force, officially known as the 2nd Special Service Battalion of the Royal Canadian Regiment of Infantry, was paraded in the morning at the Citadel for inspection by the Major-General Commanding and then reviewed by His Excellency Earl Minto. At the review addresses were delivered by His Excellency and Sir Wilfrid Laurier. "The embarkation of your force," said Earl Minto, addressing Lieut.-Col. Otter, "will mark a memorable epoch in the history of Canada and the Empire. Of the success of your force we have no doubt. We shall watch your departure with very full hearts, and will follow your movements with eager enthusiasm. All Canada will long to see the Maple Leaf well to the front, and will give her contingent a glorious welcome when it comes home again. And now, as the representative of Her Majesty, I wish you Godspeed and every success."

Sir Wilfrid spoke briefly but with great feeling and eloquence,

his opening sentences, in which he struck the keynote of his speech, being: "In wishing you Godspeed I pray that God may accompany you, direct you and protect you on the noble mission which you have undertaken. Upon this occasion it is not so much the God of Battle as the God of Justice whom we invoke. It is inspiring to reflect that the cause for which you men of Canada are going to fight is the cause of justice, the cause of humanity, of civil rights and religious liberty."

In the afternoon the troops embarked on the S.S. "Sardinian." They were escorted to the ship by the city regiments and the streets were so thronged that it was difficult for the soldiers to make their way through them. There was continuous cheering along the line of march. As soon as they had embarked the band struck up "Rule Britannia," and as the ship moved away from the dock and began her long voyage the guns at the Citadel boomed out in salute. The battalion mustered 1,039 strong.

A month and a half later the British War Office accepted Canada's offer of a second contingent. The Canadian Government decided to send a regiment of Mounted Rifles and a brigade division of Field Artillery. As winter had come on the St. Lawrence route was closed and so the force was assembled at Halifax. Including nurses, chaplains and attached officers, the second contingent left Canada 1,320 strong. Three ships were required to carry the force and its horses to South Africa. The S.S. "Laurentian" and "Pomeranian" sailed on January 20th and 27th, 1900, respectively, while the "Milwaukee" did not get away until February 20th. When the different detachments of the force set out there were repeated at Halifax scenes of enthusiasm as marked as that which characterized the sailing of the first contingent from Quebec in the preceding October.



The monument in Dominion Square, Montreal, to commemorate the services rendered by the Strathcona Horse in the South African War.



In the speech from the throne with which the session of the Canadian Parliament was opened on February 1st, 1900, was this paragraph: "It is a matter of pride and gratification to the people of this Dominion that, in addition to the contingents sent by the Government, another Canadian force is being organized and despatched at the personal expense of the High Commissioner of Canada. This generous and patriotic action upon the part of Lord Strathcona reflects high honor on him and on the Dominion he represents."

The force, known as the Strathcona Horse, was raised in the Canadian West, the essential qualification of those enlisting being ability to shoot and ride well. The detachments were concentrated at Ottawa and after receiving their outfit proceeded by

rail to Halifax where, on March 16th, they embarked on the S.S. "Monterey" for South Africa. The strength of the force was 28 officers and 512 of other ranks, and they took with them 599 horses. As there was room on the ship a detachment consisting of three officers and 101 non-commissioned officers and men also went out to reinforce the first contingent, whose ranks had already become seriously depleted by casualties and sickness. Later 50 men went out to fill the gaps in the ranks of the Strathcona Horse.

All told Canada sent to South Africa during the Boer War 8,372 men, of whom 224 died and 252 were wounded; the expenditure in this connection on the part of the Government amounting to \$2,830,000.

## NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

IT has been said that London is practically rebuilt every hundred years. Nothing is more interesting and astonishing to anyone who is revisiting the Empire's metropolis after a few years' absence than the new buildings which meet his eye. It has been well said that commercial architecture promises to be as characteristic of the twentieth century as church architecture was of the tenth and later centuries. Fifty years ago if a railway company or a bank had built any one of the splendid palaces of business which now adorn London in all parts, the departure would have been looked upon with suspicion as being a kind of bluff advertisement. But to-day commerce is mistress of the world, and equally with the profession of arms, medicine, art or teaching she houses herself magnificently. Particularly is this true of foreign and colonial firms trading in London. The Hamburg-American Steamship Line, the Canadian Pacific Railway and other houses have erected magnificent buildings in which to do their London business, and the latest addition to these is the new and handsome metropolitan offices of the Grand Trunk Railway System. They are situated in Cockspur Street and thus lie within a stone's throw of Piccadilly and Charing-cross, close to the Royal Colonial Institute, the Canadian Government Immigration Offices and the principal hotels, and are within a short walking-distance across St. James's Park, of the Dominion's "Embassy" in Victoria Street. The new offices, the design of Sir Aston Webb, R.A., C.B., are in every way worthy of being the metropolitan headquarters of so vast and important an undertaking. The broad and dignified "front" of the building, upon which ornament has been sparingly used, is quite in harmony with the surrounding architecture, and at the same time has a distinction of its own. A noticeable feature of the building is the range of circular-fronted balconies on the fifth floor in front of deeply-recessed windows, which are surmounted by a very effective, heavy-moulded and medallioned main cornice. The carving on the front, including stone replicas of the coats of arms of the Canadian Provinces traversed by the Grand Trunk System, the work of Mr. W. S. Frith, cannot escape observation, and the beautiful figures over the principal entrance doorway, emblematical of travel by sea and land, are further examples of Mr. Albert Drury's work, in which London is now becoming quite rich.



His Excellency Earl Grey, the principal speaker at the Dominion Day banquet in London.

Exhibition at Shepherd's Bush. As on many previous occasions of a similar character, the chair was occupied by Lord Strathcona and Mount Royal, High Commissioner of Canada. The guests, who numbered about 400, were also honored with the presence of Prince Francis of Teck, the Duke of Argyll, Earl Grey, Governor-General of Canada, and the Earl of Crewe, Colonial Secretary. There were likewise included in the company the Earl of Aberdeen, Viscount Milner, Lord Northcliffe, Hon. A. B. Aylesworth, Hon. W. S. Fielding, Hon. Frank Oliver, Mr. R. L. Borden, Admiral Sir Archibald Douglas, Lieutenant E. H. Shackleton (leader of the British Antarctic Expedition), Lord Blyth and many others. Earl Grey made the speech of the

evening. He was in splendid form and his ringing sentences evoked round after round of cheers. He enlightened his British hearers upon some points of Canadian politics which are not always clear to the people in the Old Country.

"IT is admitted in every part of the Empire," said Earl Grey, "that without the self-governing Dominions the Empire will fall to pieces, and that without the Empire the self-governing Dominions cannot stand. The protection of the British Navy is necessary in order to give Canada the security of her national development and expansion. There are some who fear that, even with the protection of the Fleet, the large American immigration may stimulate the desire of some people in Canada to be incorporated with the United States. If there is anyone in this room or outside who shares that gloomy ap-

prehension, I will endeavour, as far as I can to set his mind completely at rest. We are told that 80,000 Americans with \$80,000,000 of capital are going to enrich the Dominion of Canada. We are glad to receive them all. Next year we will probably welcome a still larger number, and if this year's harvest proves, as there is every reason to believe, to be as fruitful as the harvests that have preceded it, this entry of 80,000 people into the Dominion this year will be only an instalment of a greater invasion to follow. Americans are greatly indebted to Canada. It is a fact, not so generally known as it ought to be, that at the time of the great Civil War the Dominion, with only 3,000,000 of population, sent 40,000 young Canadians to help the North achieve unity, and this was a larger number of Britons than fought under the Duke of Wellington at Waterloo. This fact may give you some idea of the sort of assistance Canada would be prepared to give to the British Crown if ever it had to fight to maintain its supremacy.

THE Dominion Day banquet in London was this year a very brilliant affair. It was held in the splendid dining-hall of the Garden Club at the Imperial International



"There was," he went on to say, "another reason why any man who had once been fortunate enough to make his residence in Canada, must feel bound by every tie of sentiment an ambition to retain his position as a citizen of the British Empire. It was not only because of the privilege of being a British citizen, not only because of British traditions, not because of what the British Empire had achieved in the past, but because every Canadian knew that it was only a matter of time before Canada became the most populous, the most wealthy, and, if they lived the right life, the most influential portion of the British Empire. Provided Canada kept her judiciary pure, her politics clean, and her administration honest, nothing could prevent her from one day becoming the controlling factor in the Empire of self-governing nations. He did not believe a Canadian existed who would shrink from such a destiny. There was an immense future awaiting the people of Canada, and already the contributions she had made to the Empire were great and significant. Already

she had given a lead in many directions. She was not afraid to teach her children to reverence the Union Jack, she had given them the institution of Empire Day, which would become every year a more and more important and sacred national festival. The federal Government of Canada had already resolved to give, wherever possible, military training in the schools, and that always appeared to him to be the chief and the surest foundation of a great territorial army. Canada had made many contributions to the Empire, and the greatest was the contribution of herself. He could say, in the words of Sir Wilfrid Laurier, that 'if it were necessary to maintain the naval supremacy of the Crown, Canada would be prepared to spend her last dollar and give her last man.'"

The Hon. W. S. Fielding and the Hon. Frank Oliver followed and late in the evening the Earl of Crewe made a notable speech. It was the most successful of the Dominion Day banquets ever held in London.



A view of cattle on a farm at Newdale, Manitoba, taken in the spring after the stock had wintered in the open.

## NOTES OF THE WEST

RECENTLY a party of newspaper writers were taken over the Grand Trunk Pacific Railway to the end of the steel. They were given an opportunity to observe every feature of the work. The roadbed as far as Scott is magnificent and would do credit to a railway after 20 years of operation and trains could run with safety on a schedule of 50 miles an hour. One of the remarkable features of the new line is that there are few curves, and they are very easy ones, the entire distance being constituted of straight lines of from 30 to 50 miles. The grades are light, there being but two as heavy as five-tenths per cent. and these are short. When the road is completed the handling of heavy freight will be an easy matter.

Out in the construction belt at the front is the busiest spot on the whole prairie and under the excellent discipline that is maintained everything moves like clockwork. Four miles of track were laid the day the party was there and the gang was doubled next day. All the work is done by the very latest machinery, the Hart convertible cars being used entirely for ballasting. Six steam shovels are at work and upwards of twenty trains handling the material and gravel for the road. The fencing of the right-of-way has been kept up almost abreast of the construction. The telegraph lines are only a few miles behind the steel and have kept in touch with the construction gangs all during the building period.

The G. T. P. will be in splendid shape to handle

the wheat business this season as there are even now 1,500 empty cars on sidings waiting for the business. New cars are coming west all the time and cars now on other roads with freight are returning. Plenty of motive power has been secured and the most modern type of passenger engine has been selected as a standard for the road. Six magnificent buffet sleepers are in service and tourist sleepers have been provided for second class accommodation. More than 60 elevators have been built by different companies along the line, each with a capacity of 30,000 bushels, some towns having three elevators. There will be an immense amount of wheat shipped over the line this fall.

THE steady and wide spread increase of banking facilities throughout the West bears evidence to the development going on there. Four new banking centres recently organized are Trochu, Carbon and Viking (Meighen) in Alberta, and Sidney, British Columbia, where the Merchants Bank of Canada has opened branches.

THE stories that their exist in the Peace river country, 400 miles north of the Alberta capital, writes a western correspondent, 75 miles of clean prairie that is probably the best ranching land in the North American continent, are proving a lodestone to the ranchers. W. H. Williams, who seventeen years ago, purchased from ex-

President Roosevelt a huge ranch at Medora Mont., will pass through Edmonton with 300 thoroughbred cattle and will trail to Grand Prairie where he will establish one of the biggest ranches north of the boundary. Incidentally Mr. Williams, with other prospectors, will conduct expeditions into the North Peace river country, to investigate the gold, asphalt and coal deposits said to exist in abundance.

THE herd of cattle in the above illustration was photographed on the farm of John D. Cook, Newdale, Manitoba, and it shows what can be done in wintering stock in the open in that Province. Mr. Cook erected expensive barns for stabling his stock, and was dissatisfied with the results. He experimented feeding in a coulee and leaving the cattle out all winter, and with excellent success. He finds that stock that run out all winter are healthier and put on flesh quicker when the new grass appears than those that have been stabled, and they are less liable to frost-bite. Mr. Cook was the first to put this plan into practice in a commercial way, and his shrewdness has proven profitable to himself and a boon to the country.

IN speaking of conditions in Southern Alberta a correspondent writes: "This whole belt of Southern Alberta has become one of the most progressive in settlement in the West. Old station sites have developed into flourishing towns in two



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or three years, following the introduction of winter wheat, as is shown by Nanton, Granum and High River. Granum's rise is coincident with her new name, the old title of Leavings, dating from stage coach days, not hitching in with new ideas of progress. Last year's shipment of wheat from the district lying between High River and Claresholm, astonished the whole West, and this on land that was counted as good only for ranching, and where the buffalo trails still radiate from the sloughs in tangle and confusion. With this growth Calgary has prospered greatly. Her population was 17,000 in 1906, and now it is said to be 26,000 to 28,000. The city is reaching out as a manufacturing and wholesale center, and the cosmopolitan nature of her people is seen in the crowds that throng her gates at every hour of the day.

Beyond Calgary to Edmonton lies in part an older settled region. First come the outskirts of the range, with thousands of cattle, thriving on the green rich grass. Then comes a solid farming district, with towns almost at full growth, except where railway branches occur, reaching out into the scarcely tapped regions of the great interior quadrangle. The towns along the Calgary to Edmonton line are already putting on eastern airs. Where the newer places boast little more than a general store, implement and lumber yards, hotel and livery stable, such a place as Olds has an opera house, band stand, and fire hall."

**E**XPERIMENT in wireless telegraphy by which it is proposed to establish a station on the Peel river, 2,000 miles north of Edmonton, by which direct communication will be provided between the Arctic circle on the east side of the divide and the great centres of civilization will be conducted by O. Nohn, government experimenter at the coast wireless stations, who reached Edmonton recently and will accompany L. R. Warn, a miner to the Far North. The station to be established by Mr. Nohn will give direct telegraphic communication between Warn's camp on the Peel river and Seattle, via the wireless stations at Eagle, Valdez and Vancouver. Mr. Nohn will operate the apparatus himself and expects to make the venture a success. It will not be necessary to erect a tower at the station on the Peel river. The apparatus will be placed on a summit of one of the high hills, from which Mr. Nohn expects it will be easily possible to effect a connection with the station at Eagle.

**T**HE discovery of free milling gold quartz at Lac la Ronge, northern Saskatchewan, has caused considerable excitement at Prince Albert and throughout that portion of the Province. Lac la Ronge is about 200 miles north of Prince Albert. At present there is a wagon road from Prince Albert to Montreal lake, and the provincial government is considering the improvement of the road. From Montreal lake the parties are taken down the Montreal river to the gold district in canoes. The gold district is said to cover an area of over 40 miles. The country is quite rocky and wooded. It is in the Laurentian range and lies directly between the Alaska gold fields and the Cobalt fields. Excellent samples of copper have also been discovered. The find is said to be exceedingly rich.

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### The Buffalo Round-up

WONDROUS stories have come from Montana of the dangers encountered by the men who worked at the round-up of buffalo in the vicinity of Ronan, where 200 head were confined and which were shipped to the Canadian West. Death in a hundred guises, seemed to stalk in the van of the herd, and it is only the steady nerves and perfect skill of the riders that saved them repeatedly.

The story of John Decker is one in point. With his horse impaled on the horns of a maddened buffalo he had a ride one day which he will long remember. Decker, an expert round up rider, was engaged with others in forcing a small band of buffalo from the corral into the waiting cages. The band stampeded, and one bull, rendered frantic by rage, charged Decker's horse. Decker was not able to swing his mount clear and it was impaled on the sharp horns. Then with a display of strength which was beyond belief, the buffalo raised the horse and rider from the ground and partly pushing them, the animal carried its burden across the corral for a distance of 300 yards.

Decker tried to draw his revolver, but it struck in the holster and before his companions could come to his assistance the buffalo stumbled and fell. Decker was thrown clear and escaped with but a few severe cuts and bruises. Securing another mount he continued his work.

### American Immigrants Enriching Canada

THE farmers of the Northwest and Middle West are welcomed to Canada, and Canadian bureaus for facilitating emigration to Canada have been established in all important American cities, declares the Winnipeg correspondent of the London *Daily Mail*. Some English papers have spoken of the "American invasion" of Canada, or the "Americanization" of Canada. This is an altogether false view of the case, declares this correspondent. America is actually enriching Canada, directly by the importation of so much cash and so many cash values, and also by swelling the number of King Edward's subjects on the north side of the border. Of the financial question this correspondent writes:

"A conservative estimate of the value of the stock and cash which the immigrants from the United States will bring with them this year places the amount at over £14,000,000; but Mr. Bruce Walker, the Commissioner of Immigration, believes it may even run as high as £20,000,000. The actual wealth which the American settlers are bringing into Canada this year alone would build ten 'Dreadnaughts' or pay the national expenses for over six months.

"A little incident here a few days ago illustrated one class of home-seekers who are coming in from the South. An old Idaho farmer walked into the immigration offices, and, after declaring his purpose to buy land, remarked that he was a stranger, knowing nothing of Canadian banks or Canadian people. 'I reckon, tho,' he added, 'that a British government is safe; so I wish you would take charge of my old wallet until I get my claim located.' Thereupon he passed it over to the Commissioner, who was surprised to find a roll of \$25,000 in greenbacks within the old torn pocket book. It was deposited to the old man's credit in the government account, which is

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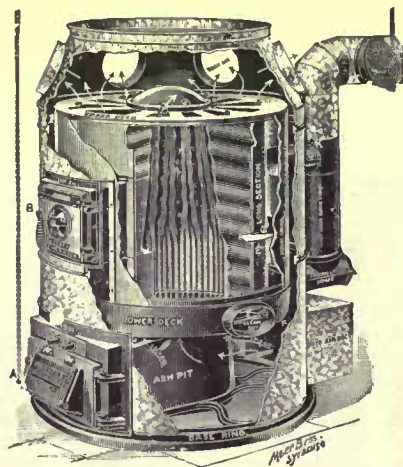
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kept open for just such cases, though they are few.

"The Americans spend their money freely where they intend to make their homes. To use one of their slang expressions, they believe in 'getting in right.' They farm on an extensive scale with the most modern equipment. For instance, one wholesale implement firm in Winnipeg has received orders for 600 steam ploughs to be delivered during the present season, nearly all of which are for American settlers. These ploughs will be used exclusively in breaking virgin prairie; and as the capacity of each is 1,500 acres for the season, it means that 900,000 acres will be prepared for cultivation this year through the ploughs purchased from one firm alone. In turn this signifies that there will be 15,000,000 bushels more wheat to market next year."

But these fine, well-equipped and independent yeomen are quite prepared to become legal citizens of their adopted country. To quote again:

"About two-thirds of the heads of families among the American settlers have already become full-fledged British citizens, and the remainder are subscribing to the oath as rapidly as possible under the law. The American invasion, instead of Americanizing Canada, is Canadianizing the American, and adding over half a million to the loyal subjects of the King—good citizens, who take an interest in civic, national and educational affairs with an intelligence born of the republican freedom enjoyed in their former homes. Several of them have already been entrusted with seats in the Legislature and with positions of prominence in civil government, and the charge has yet to be made that one of them has failed to respect his oath of citizenship."

TWO Cobalt propositions that are turning out well and are being very favorably received by the investing public are the Cobalt Paymaster Mines Limited, situated within a quarter of a mile of the railway station in the Town of Cobalt, and the McCrimmon Montreal River Mines, Limited. The stocks of these two promising mines are being offered the public by Mr. Benjamin Burland, Financial Agent of Montreal. Mr. Burland keeps in touch with development at Cobalt and he has expectations of the properties proving rich.

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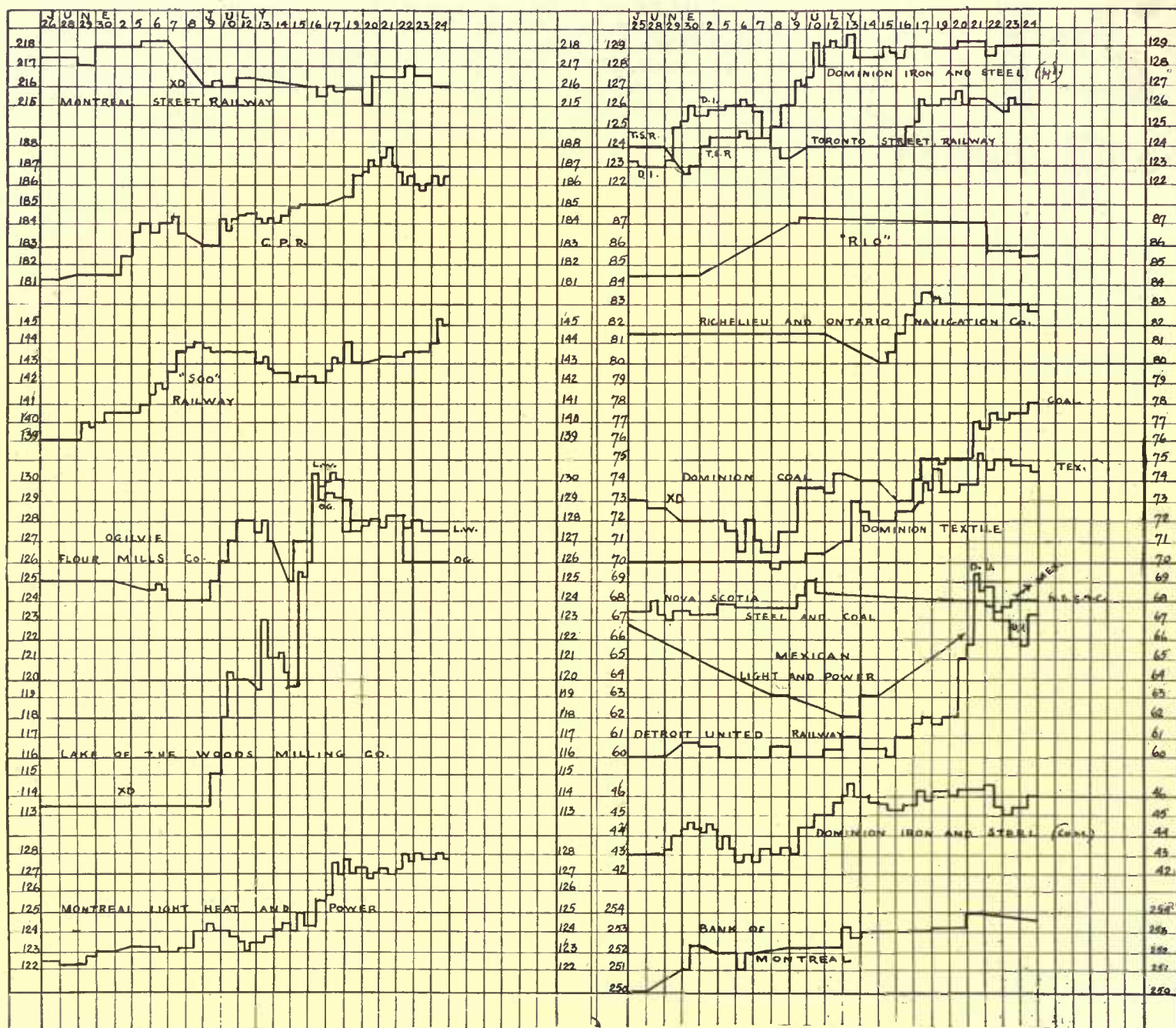
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# THE TREND OF THE MARKETS

DURING JULY

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Compiled exclusively for CANADIAN LIFE AND RESOURCES

## The rise in July

The temper of the speculative public in Canada is well shown by the fact that after the reaction of the latter part of June spent its force the market immediately proceeded to rise considerably beyond the high levels previously recorded. Up to date July has provided a variety of interesting happenings and movements in quotations.

Following the favorable report of the experts sent over by Speyer & Co. of London to investigate the position and prospects of the Dominion Steel Co., came the announcement that this great London house had associated itself with the new Steel issue of £1,200,000, and that over two million dollars of the proceeds were to be used at once for new extensions to the Sydney plant. It was quite natural that the two circumstances should have strengthened the market for all classes of the Steel securities.

However, the sudden development of the Dominion Coal strike served to take some of the bloom off this movement, as the two companies—Steel and Coal—have a common interest in defeating the striking miners. So far neither Steel common nor Coal common has been forced down to last month's closing price. The general opinion on the Street appears to be that the strike has spent its force as a market influence. Well informed people look for the Coal Co., to come out victorious and for the strike to "peter out" in a short while. Public opinion has been markedly on the side of the employers in this case, one reason for it no doubt being that the United Mine workers are a foreign organization.

## Flour Milling Conspicuous

For a number of days in the middle of the month Lake of the Woods Milling Co. common stock had the centre of the stage. Its high point in June was 119, and it had reached at the close of the month to 113. From this point a rapid rise to 130 occurred. Several plausible explanations of the movement have been passed round. The dividend was to be raised; there was competitive buying for control. It is to be remembered, as pointed out by a leading Toronto financial paper that the profits for the current year are very fine and that must have caused some speculative buying. Ogilvie common has also been strong. The fine crop prospects for the present year constitute a further bull card of some consequence on both these issues.

Canadian Consolidated Rubber common is another stock which went considerably above the June high water mark. The industry is one that has not been greatly affected by the depression and there are, as mentioned before, some special developments which the Street expects to occur in the relations between the Canadian Company and the United States rubber trust.

## Looking to the Wheat Crop

"Soo" common also passed the June high level. For its strength and that of Canadian Pacific the exceedingly favorable reports of the prairie wheat crop offer a satisfactory explanation. It has been supposed by the conservatively minded that the 1909 wheat area in Manitoba, Saskatchewan and Alberta would not greatly exceed the area seeded in 1908. Latterly it is said by authorities



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July has been signalized by another big London issue on behalf of the Dominion Government. £6,500,000 were placed, about two-thirds of which represented renewal of an old loan maturing in January next year, and one-third represented the loan of \$10,000,000 which the government agreed to make to the Grand Trunk Pacific. Announcement of the completion of the issue was quickly followed by publication of the news that the G. T. P. had entered into contract for the construction of a considerable part of the mountain section of the new line.

H. M. P. Eckardt.

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A. Chase-Casgrain  
Errol M. McDougall

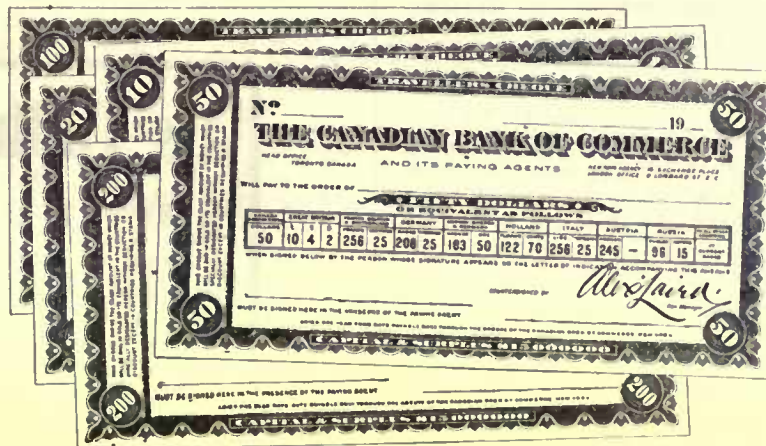
Victor E. Mitchell  
Joseph W. Weldon  
John L. Creelman

**McGibbon, Casgrain, Mitchell  
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Canada Life Building, Montreal

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These cheques are a most convenient form in which to carry money when travelling. They are **NEGOTIABLE EVERYWHERE, SELF-IDENTIFYING** and the **EXACT AMOUNT PAYABLE** in the principal countries of the world is shown on the face of each cheque.

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**Union Pacific, Cobalt Mine, Ltd.,  
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MONTREAL**

**LATEST INFORMATION re PAYMASTER.**

Received from Secretary of the Co.

July 12th—We made two very important strikes on the property during the last ten days on the surface, and we are prosecuting it with vigor. We intend sinking the shaft 200 feet more, but consider it more advisable at this time to stick to our surface work during the season while the weather permits.



## We Are Friends

THE American Review of Reviews takes exception to the proposal to build a Canadian navy. The Review says: "American relations with a non-militant Canada are clear-cut and inevitably those of a deeply interested friend. Between the American people, however, and a Canada aggressive and military, and therefore conceivably vulnerable to foreign invasion, there are grave possibilities of differences and of radical political changes that merit the earnest consideration of our Canadian brethren."

Such an expression of opinion is unexpected, coming as it does from a leading periodical published in a country which maintains the second largest navy in the world, which is building more warships, and which has violated the spirit of the Rush-Bagot convention by placing a number of armed gunboats on the Great Lakes.

Canada does not propose to arm against the United States. But the people of this country have strictly observed the Rush-Bagot convention, and would like to see the United States observe it also. Canada considers the United States its best friend outside of the British Empire. But responsible publications in the Republic should not assume a dominating attitude towards the Dominion.

The Review speaks as if a British North America is to be tolerated on this continent only so long as we cry small, and refrain from taking proper precaution for our own defence. The News is confident that The Review does not voice the real opinion of the American people or their Government. Canadians have as much right to help defend the Empire as the citizens of New York State have to fight the enemies of the Republic.—Toronto News.

## The Greatness of the Empire

THE greatness of the British Empire is not, as a rule, a subject in which the average United States newspaper takes much interest. There are exceptions, and one is the Buffalo Courier which recently gave its readers the following statistics respecting the Empire of which its neighbor, Canada, forms so large a part.

"Many persons are aware of the enormous compass of the British Empire. Great Britain is today sovereign over 11,908,377 square miles, or nearly one fifth of the land surface of the globe, and her subjects are not far from 400,000,000, or more than one fourth of the population of the entire world.

The area of the British dominion is distributed approximately as follows: In Europe, 125,095 square miles; America, 4,000,000; Australasia, 5,000,000; Africa, 2,500,000; Asia, 2000,000.

The population of the Empire is distributed as follows: In Europe 42,000,000; America, 7,500,000; Australasia, 5,000,000; Africa, 43,000,000; Asia, 300,000,000. The white population is 56,000,000 and the colored 344,000,000.

The territory covered by the British Empire very nearly equals the combined possessions of the United States, France and China.



## BOYS and GIRLS

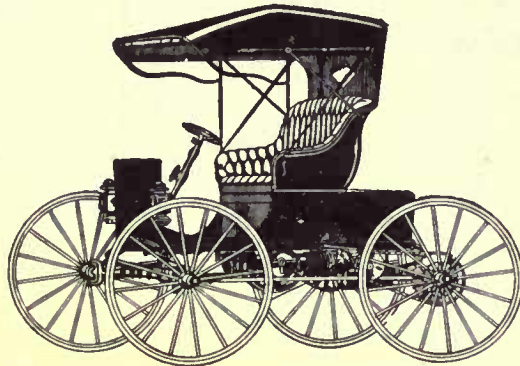
This Snap-shot Camera, complete, for taking photos  $2\frac{1}{2} \times 2\frac{1}{2}$ , free for selling 25 of our 10c. packages of beautiful post cards. Send us your name and

address and we will mail you the cards to sell.  
Bijou Specialty Co., Dept E, Hamilton, Ont.

## The Tudhope-McIntyre, \$550

Any man, who can afford a horse and carriage, can afford this Tudhope - McIntyre Motor Carriage.

Because this \$550 Carriage is cheaper than a horse and buggy. Cheaper in first cost and cheaper in upkeep.

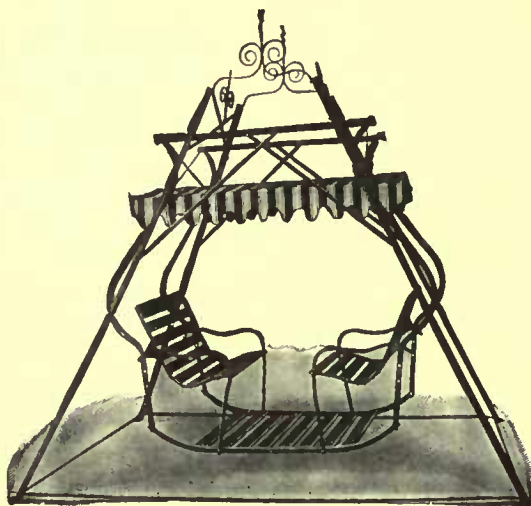


It is cheaper to feed gasoline to a Tudhope-McIntyre, than to feed oats to a horse. This \$550. Motor Carriage runs 30 miles on one gallon of gasoline and travels from 3 to 25 miles an hour. 12-14 horse power, double cylinder motor and solid rubber tires will carry you up any hill—over any road—in any kind of weather. Simple and Safe to operate. Complete with Chapman double ball bearing axles, solid rubber tires, horn, and three lamps—\$550. (Top with roll front, \$30 extra.

Our new 1909 Catalogue shows this and the other styles of Motor Vehicles we make. Write for copy.

10

THE TUDHOPE-McINTYRE CO. Dept. L. R. ORILLIA, Ont.



## Barrels of Fun

is what you get with one of our

## Eagle Lawn Swings

They are so comfortable that old and young delight to stay in them. Made of steel, elegant in design, will last a lifetime and swing as easy as a feather.

### CAN BE FOLDED AND PUT AWAY

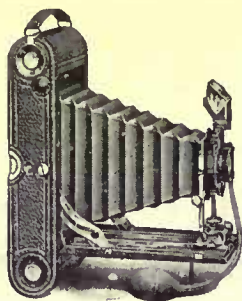
during the winter. The old wooden swings are "not in it" with ours, and you will say so too.

Send for Booklet C.

Ont. Wind Engine & Pump Co. Ltd.

10 Liberty St., TORONTO, Ont.

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## To Subscribers

Since our magazine appeared in its new form we have received many requests from readers for complete sets of back numbers for 1908. We can still fill a few orders at 10c per copy if sent in promptly.



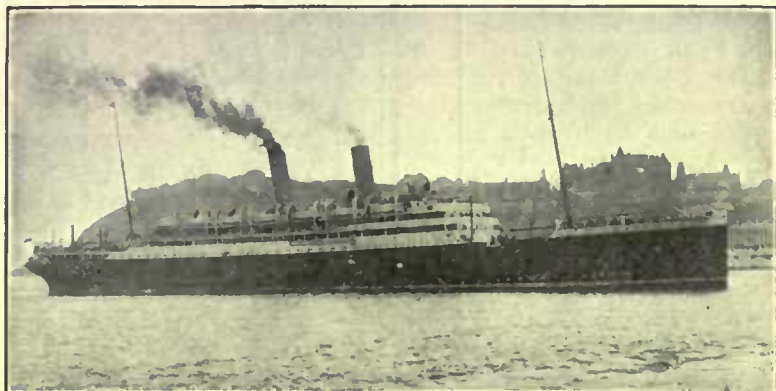
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FOUR DAYS AT SEA

Tickets and Information from any Railway or Steamship Agent,  
or W. G. ANNABLE, General Passenger Agent, Montreal.

## Turbines Allan Line Royal Mail Steamers Turbines Montreal and Quebec to Liverpool

### Proposed Summer Sailings—1909 (Subject to change.)

From LIVERPOOL	STEAMERS	From MONTREAL	From QUEBEC
Thurs. 15 July	CORSICAN. Fri. 30 July	3 00 a.m.	1 00 p.m.
Friday 23 "	*VIRGINIAN. Fri. 6 Aug	5 00 a.m.	3 30 p.m.
Thurs. 29 "	TUNISIAN. Fri. 13 "	3 30 a.m.	1 00 p.m.
Friday 6 Aug.	*VICTORIAN. Fri. 20 "	4 00 a.m.	3 00 p.m.
Thurs. 12 "	CORSICAN. Fri. 27 "	9 00 a.m.	9 00 p.m.
Friday 20 "	*VIRGINIAN. Fri. 3 Sept.	4 00 a.m.	2 30 p.m.
Thurs. 26 "	TUNISIAN. Fri. 10 "	9 00 a.m.	9 00 p.m.
Friday 3 Sept	*VICTORIAN. Fri. 17 "	4 30 a.m.	2 00 p.m.
Thurs. 9 "	CORSICAN. Fri. 24 "	9 00 a.m.	8 00 p.m.
Friday 17 "	*VIRGINIAN. Fri. 1 Oct.	5 00 a.m.	2 30 p.m.
Thurs. 23 "	TUNISIAN. Fri. 8 "	9 00 a.m.	8 00 p.m.
Friday 1 Oct.	*VICTORIAN. Fri. 15 "	5 00 a.m.	2 30 p.m.

\*Royal Mail Steamers.

THE Allan Line in announcing their Sailings for 1909, as per schedule appended, reminds their friends of a few salient facts.

1. The Allan is the Premier Canadian Line. First vessel, 1822. Mail steamship service established 1854 with four steamers aggregating 10,000 tons.
2. The Allans were the first to build a steel ocean steamer—Buenos Ayrean, built in 1881.
3. The Allans were the first to adopt bilge or side keels, minimising rolling. Now all passenger steamers have adopted this principle.
4. The Allans were the first to build steamers with covered-in or protected deck. Now they are universal.
5. The Allans were the first to adopt the turbine engine for ocean-going steamers—Victorian and Virginian, each 12,000 tons. Now they are being followed by other Lines—the King's yacht, Battleship Dreadnaught, etc., etc.

The aim of the Line has been to lead in every improvement for the safety of the ship and the comfort of the passenger. Three new steamers have been added in 1907-08—Corsican, Grampian and Hesperian, aggregating 31,000 tons, making a total tonnage of 175,000 tons.

The vessels are modern, high-class hotels, are famed for their cuisine, polite attention, good ventilation and absolute cleanliness.

Time of passage from port to port, 7 to 8 days. For passage apply to any Agent, or

H. &amp; A. ALLAN, Montreal.

# WHITE STAR-DOMINION

Laurentic  
Triple Screw

## Royal Mail Steamships

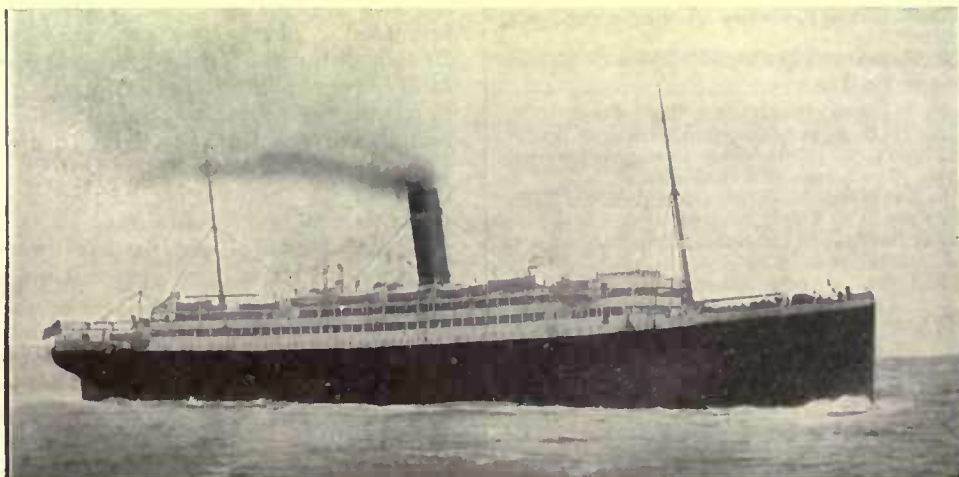
Megantic  
Twin Screw

Largest and most modern steamers on the St. Lawrence route. Latest production of the ship-builders' art; passenger elevator serving four decks. Every detail of comfort and luxury of present-day travel will be found on these steamers.

### MONTREAL—QUEBEC—LIVERPOOL

MEGANTIC.....	July 3	Aug. 7	Sept. 11
OTTAWA.....	July 10	Aug. 14	Sept. 18
CANADA.....	July 17	Aug. 21	Sept. 25
LAURENTIC....	July 24	Aug. 28	Oct. 2
DOMINION.....	July 31	Sept. 4	Oct. 9

The popular steamer "CANADA" is also again scheduled to carry three classes of passengers. While the fast steamer "OTTAWA" and the comfortable steamer "DOMINION," as one-class cabin steamers (called Second Class), are very attractive, at moderate rates. Third Class carried on all steamers. See plans and rates at local agents, or company's offices,



Montreal, 118 Notre Dame St. West; Toronto, 41 King St. East; Winnipeg, 205 McDermot Ave.



DEPARTMENT OF  
**TRADE and COMMERCE**  
OTTAWA, CANADA

**Canadian Government  
Trade Commissioner  
Service**  
IN THE  
**UNITED KINGDOM**

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:

**P. B. MACNAMARA**, Canada Chambers, 36, Spring Gardens, Manchester.

**W. A. MACKINNON**, Room 39 and 40, Central House, Birmingham.

**E. D. ARNAUD**, Sun Buildings, Clare Street, Bristol.

**W. G. FISCHER**, 87 Union St., Glasgow.

**F. A. C. BICKERDIKE**, 28 Waring St., Belfast.

\_\_\_\_\_, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World, as follows:

**Australasia—**

**J. S. Larke**, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.

**D. H. Ross**, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

**China—**

**J. B. Jackson**, 15, Kiukiang Road, Shanghai, China.

**Cuba—**

**E. Kirkpatrick**, Havana.

**France—**

**A. Poindron**, 101, Rue, Réaumur, Paris.

**Holland—**

**W. T. R. Preston**.

**Japan, China and Corea—**

**Gordon A. Harris**, 14 Bund Room B, Yokohama

**Mexico—**

**A. W. Donly**, Rebeldes No. 6, Mexico, D.F., Mexico.

**Newfoundland—**

**J. E. Ray**, Gazette Building, Water Street, St. John's.

**Norway—**

**C. E. Sontum**, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

**South Africa—**

**John A. Chesley**, Rhodes Building, Cape Town, Cape Colony.

**H. R. Poussette**, Durban, Natal.

**West Indies—**

**E. H. S. Flood**, Bridgetown, Barbadoes.

**E. A. H. Haggart**, Kingston, Jamaica.

**R. Bryson**, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.

**S. L. Horsford**, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.

**Edgar Tripp**, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

**R. H. Curry**, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

**The Hudson Bay Railway**

IN the near future and probably as soon as the national revenue will justify the expenditure, a railway to Hudson Bay will be constructed. The Government pledged themselves to the project during the late general election. Since then a large staff of engineers have been at work in the district and a preliminary survey of the route has been made. When speaking at Plattsburg, N.Y., early in the month, the Hon. Rodolphe Lemieux, Postmaster-General, the special representative of Canada at the celebration of the tercentenary of the discovery of Lake Champlain, told of Canada's plan to create an ocean port in the middle of the continent from which grain will be shipped to Great Britain. He referred, of course, to a port on Hudson Bay, which in all probability will be Fort Churchill.

The passage in Mr. Lemieux's speech in which he told his United States audience of the development going on in Canada and in which he referred to Canada's rapidly increasing means of transportation, is here reproduced:

"Years of prosperous development have given us in Canada confidence and assurance. Instead of being satisfied—almost more than satisfied—with our first Transcontinental Railway, we wanted a second and a third, and trains are running to-day on the three of them. In a year or two the three bands of steel, with innumerable feeding and connecting lines, will lace our broad northern land with a network of railways. We have made homes for hundreds of thousands of settlers from the old world, for scores of thousands of settlers from your own country. We have built populous and prosperous cities by the score on lands which twenty years ago, ten years ago, in some cases even five years ago, were unknown to any but the explorer or the trapper. We have made great seaports on the Pacific Ocean; we propose now to make a seaport in the middle of the continent and carry our grain by salt water from the wheat fields to Liverpool. And we know that we are only at the beginning of our possibilities, that there is practically no limit to what we may achieve, to the height to which we may rise, to the contribution we may make to human happiness, if we have but faith in ourselves and seek to accomplish the destiny that manifestly awaits us."

**Southern British Colombia**

THE agricultural possibilities of British Columbia, and especially of the southern portion of the Province, are now attracting wide attention and every year the area under cultivation is being largely increased. The attractions of Southern British Columbia for homeseekers are certainly very great. The climate is most agreeable and healthy, the soil is fertile and almost any form of agriculture—grain growing, cattle raising, dairying, fruit growing—can be successfully carried on and made exceedingly profitable.

The agricultural and pastoral lands are not restricted to a small proportion of the total acreage, for Professor Macoun, after personal investigation on the ground says: "The whole of British Columbia, south of 52 degrees and east of the Coast Range is a grazing country up to 3,500 and a farming country up to 2,500 feet, where irrigation is possible." This is a most important statement and its truth is being confirmed by the practical experience of settlers who have established themselves in the country.



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SONS**

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A holiday can only make you feel better, look better, and give you new strength and energy for your work.

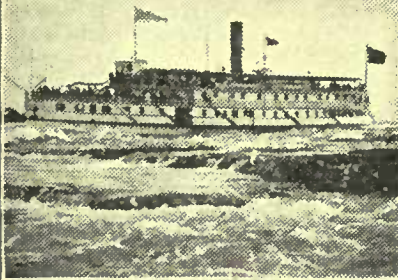
**Fruit-a-tives**  
or Fruit Liver Tablets

taken regularly, will do all that, and the results will be more permanent.

50c. a box, 6 for \$2.50—or trial size, 25c.  
At all dealers or from

FRUIT-A-TIVES, Limited, OTTAWA

## RICHELIEU & ONTARIO NAVIGATION CO.



### NIAGARA TO THE SEA.

The grandest trip in America for health and pleasure. The Thousand Islands, Rapids, Montreal, Quebec and the famed Saguenay River, with its stupendous Capes "Trinity" and "Eternity."

Send 6c. postage for illustrated guide to  
THOS. HENRY, Traffic Manager, Montreal, Canada.

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pays the manufacturer  
or merchant, it

### Brings Business

No business man can afford to issue poorly printed advertising matter; it costs as much to distribute and goes to the waste-paper basket.

We have always made a specialty of

### Result-bringing Printing

DESBARATS & CO.

Desbarats Building  
23 Beaver Hall MONTREAL

As far north as 55 degrees it has been practically demonstrated that apples will flourish, while in the Southern Belt the more delicate fruits, peaches, grapes, apricots, etc. are an assured crop. Roughly estimated, the extent of these fertile lands may be set down at one million acres, but this figure will probably be found far below the actual quantity capable of cultivation when the country has been thoroughly explored. The southern districts have already established a record for fruit raising, and the products of their orchards have won first prizes in exhibitions not only at home but in the United States and Great Britain.

The increase in fruit acreage has also been within recent years. In 1891 the total orchard area was 6,431 acres; in 1901 it had only increased to 7,430 acres, but between that and 1904 the increase was jumped to 13,430, and in 1905 to 29,000 acres. The increase during 1906 amounted to over 20,000 acres; number of trees planted 1,000,000. In 1907 over one million fruit trees were planted, and a still larger number in 1908, so that the acreage in fruit is now considerably over 100,000 acres. The value of the fruit crop of 1908 is estimated at \$1,500,000. Dairying and mixed farming are also being engaged in with marked success.

### The Selkirk Centennial

THE proposal to hold a world's fair at Winnipeg in 1912 and to combine with it the celebration of the hundredth anniversary of the founding of the Selkirk Settlement on the bank of the Red River, is one deserving the cordial endorsement of every Canadian. From a business point of view, merely, the idea is an excellent one. If organized on a large and elaborate scale and conducted as it should be, and as the Winnipeg people could be trusted to conduct it, it would attract attention to this country as nothing else would. As the Winnipeg delegates who visited Vancouver pointed out, it would constitute a publicity campaign for the Dominion of the highest value.

And apart from the direct material benefit which would accrue from such an exhibition it is time that Canada should make some such demonstration of her resources as such an institution would bring forth, and should awaken the world, in a large way, to the fact of her recent development and her tremendous future. So far the Dominion has been content to see the neighboring republic advertise her wealth and resources in this way and to lend aid in so doing. It is time Canada should make it apparent that the territory lying north of the 49th parallel of latitude is not less rich in natural wealth and that the people are not less enterprising than the people of the United States.

### A Century of Peace

THE suggestion made by Hon. W. L. Mackenzie King, at the Harvard commencement recently that Canada and the United States should fittingly commemorate the hundred years of peace between the two countries by the erection and dedication of some striking international monument, is likely to bear fruit in the joint action by the governments at Washington and Ottawa. It is known that Sir Wilfrid Laurier is thoroughly in accord with the suggestion of the Minister of Labor, and it is not at all improbable that steps will be taken by the Canadian government to invite the co-operation of the United States government in arranging for a celebration of the hundredth anniversary of the close of the war of 1812-14.

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EVAN'S CANCER  
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Write, R. D. Evans, Brandon, Manitoba.

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**GRAND  
TRUNK  
RAILWAY  
SYSTEM**

A new hotel  
in the wonderful mountain and  
lake country of Canada—1,000 feet above  
sea level—every up-to-date comfort in the heart of  
the north woods

**Norway Point, Lake of Bays  
"Highlands of Ontario"**

Unsurpassed fishing, canoeing, sailing, the finest bathing beaches—while in  
this high altitude and pure air, hay fever is unknown.

The "Wawa" is electric lighted throughout, with hot and cold water in  
every room, and is supplied with fine mountain spring water. Accommoda-  
tions are for 200 guests. Rates are reasonable—and there is good steam-  
boat service around the lakes.

Send for the handsome booklet that describes this territory. Free on  
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J. D. McDONALD, Union Station, Toronto, Ont., or  
J. QUINLAN, Bonaventure Station, Montreal, Que.  
W. E. DAVIS, G. T. BELL,  
Pass. Traffic Manager Asst. Pass. Traffic Mgr.  
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NEW TRAILS TO THE

## Canadian Game Lands



Before the six railways of Canadian Northern System followed the old fur trails into the  
Canadian game lands, only a hardy few dared to go in. But now, the back places of the woods  
—wealthy in moose, caribou, deer and bear—may be quickly and easily reached. The Canadian  
Northern system serves a wide range of undisturbed territories. Here are a few suggestions:—

The country between Parry Sound and Sudbury, traversed by the **CANADIAN NORTHERN  
ONTARIO RAILWAY**, is a land of lonely muskeg and brulé, the native country of the white-  
tailed deer. From Sudbury north to Sellwood this same line goes in through a moose hunting  
territory unequalled in Ontario.

**THE CANADIAN NORTHERN QUEBEC and QUEBEC and LAKE ST. JOHN RAIL-  
WAYS** span the native country of the ouananiche, northern brook trout, and the spruce shored  
lakes of the Roberval country where moose and caribou abound.

The eastern shore of Nova Scotia, from Yarmouth to Halifax, is served by the **HALIFAX  
and SOUTH WESTERN RAILWAY**. On the barrens, slightly inland from the railway, are  
some of the best places for big moose in the east.

**THE CANADIAN NORTHERN RAILWAY**, from Port Arthur to Edmonton, with many  
branches, griddles almost undisturbed haunts of moose, caribou, deer, wolves, bear and all  
species of four-footed and feathered game.

For information—general and special—address the Information Bureau,

**Canadian Northern Railway, Toronto.**



# Canadian Pacific Railway

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From the ATLANTIC TO THE PACIFIC OCEANS



UNEXCELLED IN EQUIPMENT AND SERVICE  
OPERATING ITS OWN

ATLANTIC STEAMSHIP SERVICE.  
DINING, SLEEPING and PARLOR CARS.  
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Traffic Passenger Manager, - MONTREAL, QUE.





# The Royal Military College

**T**HERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects, which form such a large proportion of the College course. Medical attendance is also provided.

Whilst the College is organized on a strictly military basis, the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The strict discipline maintained at the College is one of the most valuable features of the system.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensures good health and fine physical condition.

Seven commissions in His Majesty's regular army are annually awarded as prizes to the cadets.

Three commissions in the Permanent Force will be given annually, should vacancies exist, to the graduating class, viz.:—Every year one in the Infantry; and each alternate year:

One in the Engineers and one in the Horse Artillery.

One in the Cavalry or Mounted Rifles and one in the Garrison Artillery.

Further, every three years a commission in the Ordnance Corps will be given to the graduating class.

Three 2nd class clerkships, or appointments with equivalent pay, will be offered annually to the graduating class, such appointments to be in the following Departments, viz.:—Public Works, Railways and Canals, Inland Revenue, Agriculture and Interior.

The length of the course is three years, in three terms of 9½ months' residence each.

The total cost of the three years' course, including board, uniforms, instructional material, and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside, in May of each year.

For full particulars of this examination or for any other information, application should be made as soon as possible to the Secretary of the Militia Council, Ottawa, Ont.; or to the Commandant, Royal Military College, Kingston, Ont.



# THE GRAND UNION HOTEL

OTTAWA, ONTARIO



THE Grand Union is situated on the corner of Elgin and Queen Streets, opposite the City Hall and leading Theater, and only two minutes' walk from R. R. Depot and steamboat landing. Two blocks to the Parliament Buildings and owing to the location is largely patronized by Senators, Members and their families. The Hotel is popular with the Commercial men because of its many excellent sample rooms, a large wing of the Hotel being completely occupied by these. The Hotel is homelike and popular, the clerks with all the staff are most courteous and the table is well-known for its quality.

The bar is largely patronized for the good reason that only the best of liquors are sold; the tourists find this Hotel most convenient and desirable, owing to the reasonable rates \$2 per day and up, American plan; special rates for families. The proprietor also has the Hotel Victoria under his management. It is a summer hotel open from May 1st to Oct. 1st, is beautifully situated on Lake DesChenes, 8 miles up the Ottawa River from the City of Ottawa. It is reached by the Hull Electric Railway, which runs cars direct to the Hotel every few minutes. Visitors to Ottawa should stop at the Grand Union, and be made comfortable at reasonable rates.



JAMES K. PAISLEY,

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